



## **Commodity Specification**

# **FROZEN COMMERCIAL PACK CHICKEN LEG QUARTERS**

**April 2006**



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## **I. GENERAL**

Frozen chicken leg quarters (commodity) produced from ready-to-cook broiler/fryer chickens under this Specification will be packaged and packed in one of the following forms as specified in the contract:

Commercial Pack Leg Quarters. Frozen young chicken leg quarters produced from ready-to-cook young chickens.

(222645) – Must be packaged in four plastic-film bags with approximately equal amounts in each bag and packed to a net weight of 20 kilograms (44.09 pounds) per shipping container. A purchase unit will total 18,000 kilograms (39,680 pounds) net, with 900 shipping containers per purchase unit.

(222642) – Must be packed 20 kilograms (44.09 pounds) net weight in each fiberboard shipping container. A purchase unit will total 18,000 kilograms (39,680 pounds) net, with 900 shipping containers per purchase unit.

(222615) – Must be packed 15 kilograms (33.07 pounds) net weight in each fiberboard shipping container. A purchase unit will total 18,000 kilograms (39,680 pounds) net, with 1,200 shipping containers per purchase unit.

## **II. COMMODITY SPECIFICATIONS**

### **A. Basic Requirements**

1. Date Processed. The commodity must be processed no more than 180 calendar days prior to the not-later-than delivery date.

2. Origin of Chickens. Frozen chicken leg quarters must be produced and prepared from chickens which were produced and processed in the United States or in the Commonwealth of Puerto Rico from chickens raised in the United States, its territories or possessions, Puerto Rico, or the Trust Territories of the Pacific Islands. If the contractor processes or handles chicken originating from sources other than the United States, its territories or possessions, Puerto Rico, or the Trust Territories of the Pacific Islands, the contractor must have an acceptable identification and segregation plan for these chicken parts to ensure they are not used in the commodities produced under this Announcement. This plan must be made available to the USDA Grader and the Contracting Officer or agent thereof upon request. The contractor must maintain records such as invoices, production and inventory records evidencing product origin, and assure the availability of records for review by the Government in accordance with Article 76 of USDA-1.

3. Inspection. Processing operations must comply with Poultry Products Inspection Regulations (9 C.F.R. Part 381) and be supervised by a representative of USDA's Food Safety and Inspection Service (FSIS) (inspector). Inspection for contract and specification compliance will be in accordance with the Regulations Governing the Voluntary Grading of

Poultry Products and Rabbit Products and U.S. Classes, Standards, and Grades (7 C.F.R. Part 70). A grader will be responsible for certification of compliance with the requirements of this Specification.

4. FSIS Requirements. The commodity must be produced and processed in an FSIS federally inspected establishment, be accurately marked and/or labeled, and meet all FSIS regulatory requirements, including all microbiological testing requirements, currently in place.

5. USDA Sampling Option. USDA may select additional commodity for further inspection or may draw samples for laboratory analyses.

6. Product Temperature. Temperature of chicken leg quarters, unless specified, must comply with 9 C.F.R. Part 381 throughout all operations including transportation between plants.

7. Chicken Products from Other Plants. Chickens or chicken parts (chicken products) may be transferred or obtained from other processing plants to produce the commodity, provided they have been processed, handled, and identified in accordance with and in compliance with this Specification; and (b) comply with the length-in-frozen storage, organoleptic, and other applicable requirements for chicken leg quarters. Compliance with applicable requirements for fresh/chilled chickens and chicken products used for the commodity shall be evidenced by USDA certification.

a. Type; class; date slaughtered, or date placed in frozen storage, as applicable; and USDA-assigned plant number must be shown on each shipping container.

b. The chilled chicken and chicken parts must be maintained at an internal temperature not higher than 40 °F (4.4 °C) when shipped from the origin plant and when received at the destination plant.

8. Organoleptic Requirements. The chilled young chickens or chicken leg quarters will be examined on a continuous basis for the following organoleptic requirements; Chilled young chickens or chicken products must be free of rancidity; free of fruity, sulfide-like, cardboardy, tallowy, oily, oxidized, metallic, chlorine, or other foreign or off-odors; free of foreign materials (e.g., glass, paper, rubber, metal); must show no evidence of mishandling or deterioration; and must have a bright color with no evidence of dehydration or freezing and thawing. Any chicken or chicken leg quarter that does not comply with the organoleptic requirements will be rejected for use under this Specification.

## B. Commodity

1. Type. Each delivery unit may contain one or both of the following types:

a. Current production. Chicken leg quarters of current production, processed, properly identified, and packaged subsequent to the date of the contract; and/or

b. Frozen. Young chicken leg quarters may be used when packaged and held in frozen storage for not longer than 180 days prior to the not-later-than delivery date

and properly identified at time of packaging. Chicken leg quarters shall be inspected for condition by a USDA Grader prior to shipment.

2. Class. Broiler/fryers must conform to the definition for the class in 9 C.F.R. Part 381 or 7 C.F.R. Part 70.

3. Style. Ready-to-cook chicken leg quarters (leg quarters) must conform to the definitions and standards in 9 C.F.R. Part 381 or 7 C.F.R. Part 70

a. Clips, tags or bands must not be attached to parts.

b. Leg quarters must consist of a thigh and drumstick with approximately one half of the associated back portion attached. All cuts must be in a neat manner without mutilation of adjacent muscle and bone and without producing bone splinters. These cuts may be made by mechanical means.

C. Packaging and Packing

1. Materials.

a. Plastic-film bags. Plastic-film bags must be commercially acceptable. The commodity must be packed in accordance with commercial practices.

b. Shipping Containers. Containers used to pack the commodity must be: (1) good commercial fiberboard shipping containers which are acceptable by common or other carrier for safe transportation to point of destination; and (2) closed by commercially acceptable methods and materials.

2. Packaging and Packing Requirements.

a. Chicken leg quarters under commodity code 222645 must be packaged in four plastic-film bags with approximately equal amounts in each bag and packed to a net weight of 20 kilograms (44.09 pounds) per shipping container. Bags used for packaging leg quarters must be of a length that can be readily and securely closed.

b. Chicken leg quarters produced under commodity code 222642 and 222615 must be (a) placed in wax-coated fiberboard shipping containers or (b) packaged in a plastic-film bag and packed in fiberboard shipping containers. Plastic bags must be of a size that can be readily and easily closed without disturbing the layers of product.

3. Chilling and Freezing

The chicken leg quarters must be chilled and frozen in accordance with 9 C.F.R. Part 381 (internal temperature lowered to 0 °F (-17.8 °C) or lower).

### **III. LABELING**

#### **A. Packaged Commodity.**

Labeling is not required on the plastic-film packages of chicken leg quarters (i.e., the protective covers).

#### **B. Shipping Containers.**

1. Requirements. Each shipping container must be labeled in accordance with 9 C.F.R. Part 381. Labeling must have been approved by FSIS prior to acceptance under this Specification.

2. Additional Requirements.

a. The following information must be legibly preprinted, stamped, or stenciled on the label end of each shipping container:

- (1) USDA inspection mark, and
- (2) USDA-assigned plant number.

b. The last five digits of the contract number, as it appears in the acceptance wire, must be legibly preprinted, stamped, or stenciled on the label end of each shipping container, or printed on a separate pressure-sensitive label and applied to the label end of each shipping container.

c. Additionally, the following statement must be legibly preprinted, stamped, or stenciled; or printed on a separate pressure-sensitive label and applied to each shipping container:

Donated by USDA.  
Not to be Sold or Exchanged.

#### **C. F.A.S. Vessel Deliveries.**

F.a.s. vessel deliveries that are not source loaded in a seavan are required to show the final destination's overseas address as provided in the Notice to Deliver. The address must be clearly printed on at least two sides of each pallet.

### **IV. FINAL EXAMINATION OF PACKAGED AND PACKED COMMODITY**

#### **A. Material and Net Weight Compliance**

1. Packaging and Packing Material Examination

a. Packaging defects. Packages in a delivery unit will be examined for defects that affect protection, expose product, or permit dehydration or freezer burn or quality deterioration during storage, such as tears, holes, or improperly sealed or closed packaging.

b. Packing defects. Shipping containers in a delivery unit will be examined for condition, labeling, and marking defects according to the United States Standards for Condition of Food Containers.

c. Tolerance for defects. If samples of commodity in shipping containers in a delivery unit have more defects than the maximum tolerance for the applicable Poultry Programs' AQL sample plan, the delivery unit will be rejected.

2. Net Weight. A purchase unit or delivery unit will total 39,680 pounds (18,000 kilograms). Net weight of each delivery unit will be determined at origin by the test-weighing procedures of Poultry Programs.

A weight variation of plus or minus 2 percent is permitted on each delivery unit. USDA will pay the contractor for amount of commodity delivered within the required weight range. Any delivery unit weighing less than 38,886 pounds (17,640 kg) or more than 40,473 pounds (18,360 kg) net will be rejected.

B. Prerequisites for Loading and Shipping

1. Visual Inspection. Frozen commodity must be a uniform light and bright color. Moisture (ice) present in commodity must not exceed moderate areas of clear or pinkish-colored ice. Frozen commodity showing evidence of weepage beyond this tolerance; or defrosting, refreezing, or freezer deterioration will be rejected for use under this Specification.

2. Internal Product Temperature.

a. Requirements. Internal product temperature of frozen leg quarters must be 2 °F (-16.7 °C) or lower at time of loading. Delivery units with internal product temperatures exceeding 2 °F (-16.7 °C) and up to 5 °F (-15 °C) will be tentatively rejected. Tentatively rejected delivery units may be returned to the freezer and the temperature reduced to 2 °F (-16.7 °C) or lower and reoffered one time only. Delivery units exceeding 5 °F (-15 °C) or delivery units that have been tentatively rejected and exceed 2 °F (-16.7 °C) when reoffered, will be rejected for use under this Specification.

b. Optional Temperature Verification. As an option to verifying internal commodity temperature of frozen commodities at time of shipment, the contractor may request an alternate method utilizing temperature-sensing devices. If this option is selected, a Federal-State supervisor, Grading Branch, Poultry Programs, will determine that the facilities, equipment, procedures, and the contractor's current level of freezing compliance are in accordance with the established guidelines outlined in the applicable Poultry Programs' instructions for this Specification.

C. Inspection and Checkloading

1. Requirements. Inspection for contract compliance will be made by USDA, in accordance with 7 C.F.R. Part 70, 9 C.F.R. Part 381, and this Specification, at the site of loading and shipping. USDA may select samples for laboratory analyses or inspect the product at any point in transit and after delivery to point of destination. Inspection records must be complete and made available to USDA, as requested, to assure contract compliance.



2. Procedures. Inspection and checkloading required by Articles 54 and 55 of USDA-1 must be performed by a Grader. Procedures to be followed and a schedule of fees for these services may be obtained by contacting the nearest Grading Branch field office or the Chief of the Grading Branch, Poultry Programs, AMS, USDA, Room 3938-S, STOP 0258, 1400 Independence Avenue, SW; Washington, D.C. 20090-0258, telephone (202) 720-3271. The quantity, weight, packaging, packing and checkloading of the commodity will be evidenced by certificates issued by a grader. Contractor must not ship the commodity unless informed by the grader that the designated commodity to be shipped meets contract specifications.

## **V. UNITIZATION**

Each delivery unit of chicken leg quarters must be unitized (palletized and stretchwrapped).

### **A. Pallets.**

Pallets must be good quality, wood, 48 inches x 40 inches, nonreversible, flush stringer, and partial fourway entry. Each pallet of shipping containers must be stretchwrapped with plastic film in a manner that will secure each container and layer of containers on the pallet. Palletized product must be loaded into the truck in a way that will prevent shifting and damage to the containers of product.

### **B. Pallet Exchange.**

Contractors may arrange for pallet exchange with consignees; however, USDA is in no way responsible for such arrangements.

## **VI. SHIPMENT AND DELIVERY**

Shipment and delivery must be made in accordance with this Specification, the applicable Announcement and Invitation, and Articles 56, 57, and 64 of USDA-1, as amended by the Announcement. In addition, the contractor must adhere to the following provisions:

### **A. Contract Compliance Stamp**

Each container must be identified with a USDA Contract Compliance stamp with the applicable certificate number. A Grader, or other authorized personnel under the supervision of the Grader, will stamp one end of each container prior to shipment. If there is inadequate space available on either end of the shipping container, the stamp may be applied to a side of the container.

### **B. Grading Certificate**

A copy of the original USDA Poultry Grading Certificate issued at time of checkloading must accompany each shipment.

1. Railcar or Piggyback. If shipment is by rail or piggyback, the certificate must be placed in the railcar or trailer for easy access to the Grader, warehouseman, or consignee, as applicable.

2. Trucks. If shipment by truck, the driver must, upon delivery, give the certificate to the Grader, warehouseman, or consignee, as applicable.

### C. Loading and Sealing of Vehicles

Loading must be in accordance with good commercial practices and the initial sealing must be done at origin under the supervision of a Grader.

1. Railcar. Each railcar must be sealed. The contractors are responsible for arranging for railcar deliveries of more than one delivery unit so that each delivery unit contained in the same railcar can be completely separated and sealed.

2. Truck or Piggyback. Truck or piggyback shipments must be sealed at origin. A delivery unit shipped by truck or piggyback which includes split deliveries to multiple destinations will not require separation by sealing each drop.

### D. Delivery Notification

Notwithstanding the provisions of Article 56(c) of USDA-1, as amended by the applicable Announcement, the contractor must follow the instructions in the Notice to Deliver issued by the Kansas City Commodity Office (KCCO) concerning delivery notification. Such notification and information of impending delivery are vital in proper execution of delivery. The contractor must notify the State distributing agency and the consignee of shipment per instructions in the Notice to Deliver. For rail or piggyback shipments, notification shall be made on the day of shipment. For truck shipments, notification of the estimated arrival time should be made as far in advance of delivery as possible. In addition, for truck or piggyback shipments, the contractor must request and keep scheduled appointment(s). Unloading appointments for truck or piggyback shipments must be requested from the consignee contact party(ies) at least 24 hours in advance of delivery.

1. Delivery In Storage. Delivery may be made in store provided the destination in the Notice to Deliver and the place the contractor has the commodity in storage are the same. Inspection and certification by a Grader are also required for transfers in store.

2. Split Deliveries. The contractor is responsible to deliver the quantity stated on each Notice to Deliver to each destination. Contractors must provide to the Grader, at time of shipment, the number of boxes and pounds for each destination.

At the option of the contractor, a purchase unit with two or more Notices to Deliver (split deliveries) for multiple destinations may be delivered on separate trucks provided each truck ships the total quantity stated on the Notice to Deliver. Any additional costs will accrue to the contractor's account.

## VII. **DESTINATION EXAMINATION**

### A. Commodity Requirements

Before acceptance by consignee, frozen commodity may be examined by a Grader on a spot-check basis for temperature, condition, identity, and when applicable, count. The commodity may be examined for conformance to contract provisions at any time required by the Contracting Officer.

B. Temperature

Frozen commodity must arrive at destination at an average internal temperature not to exceed 10 °F (-12.2 °C), with no individual temperature exceeding 15 °F (-9.4 °C). Commodity not meeting these requirements will be rejected for use under this Specification.

C. Cost for Frozen Commodity Destination Examination

The cost of a destination examination for frozen commodity, after delivery, by a USDA Grader on acceptable product, will be for the account of USDA. Costs for destination examinations of rejected delivery units will be for the account of the contractor. The USDA origin Grader will make arrangements for destination examinations prior to delivery.

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